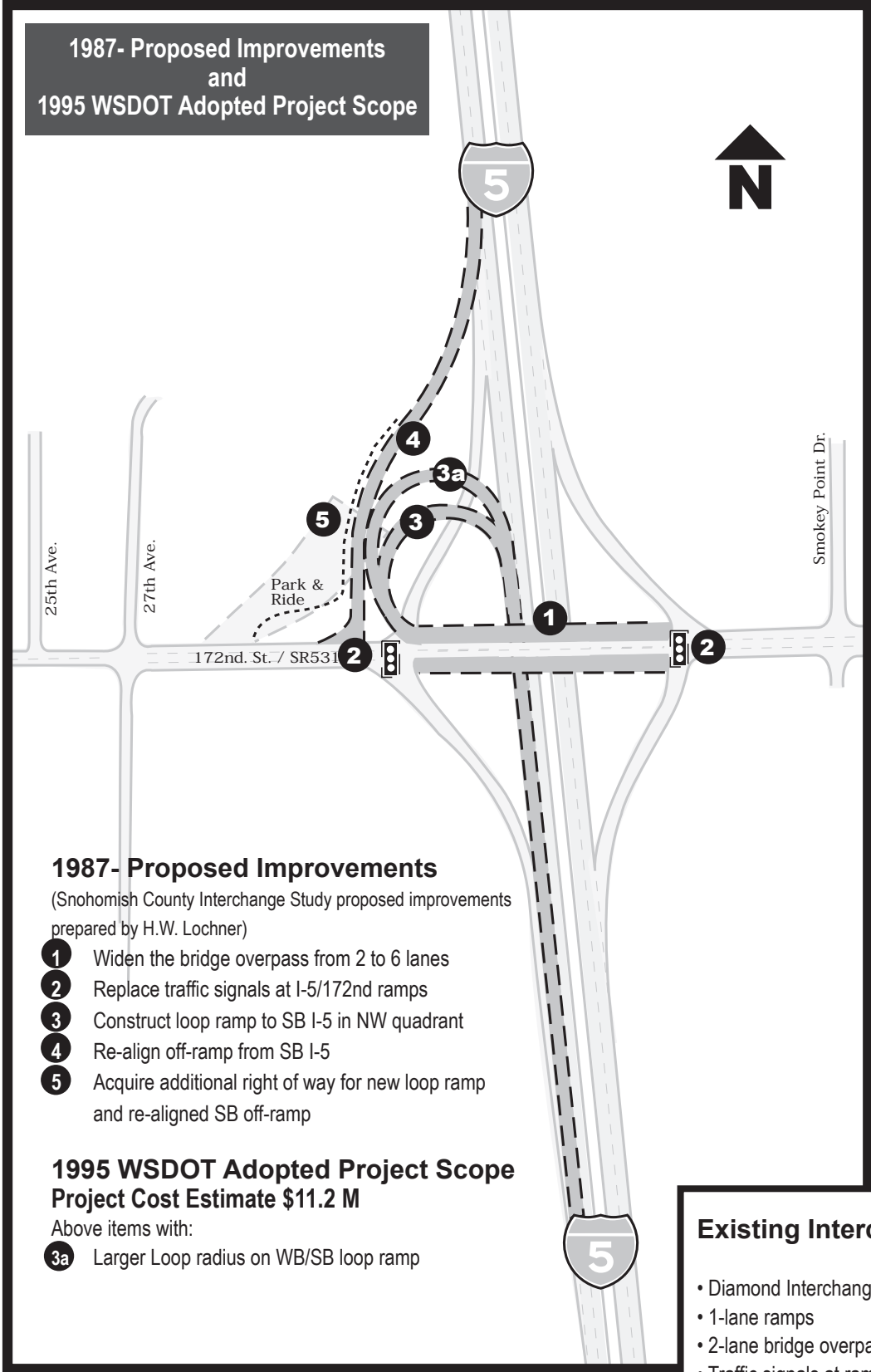


SMOKEY POINT INTERCHANGE

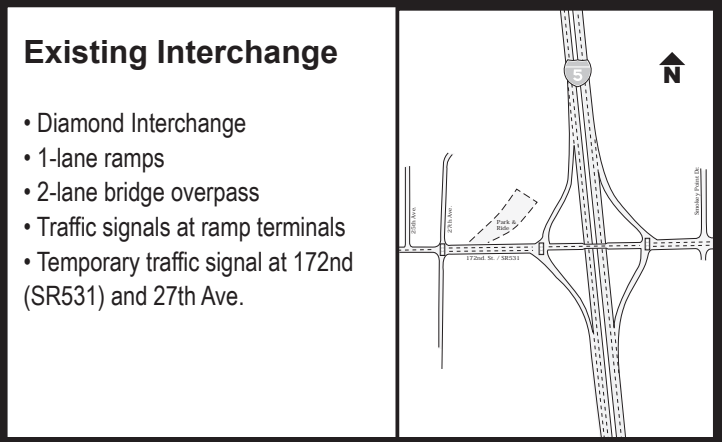


In 1987 Snohomish County commissioned a study of 172nd NE interchange with Interstate 5. This study was intended to show the need for interchange improvements for inclusion in the state's transportation plan. In 1989, 172nd St. NE was a county road. The route became a state highway (SR531) in 1991. The study recommended several improvements (see graphic at left) to the interchange to make it operate effectively for anticipated traffic conditions in the year 2000.

Improvements proposed will accommodate the predominant commuter traffic pattern of WB 172nd to SB I-5. .

These interchange improvements were included in WSDOT's transportation system plan in 1993.

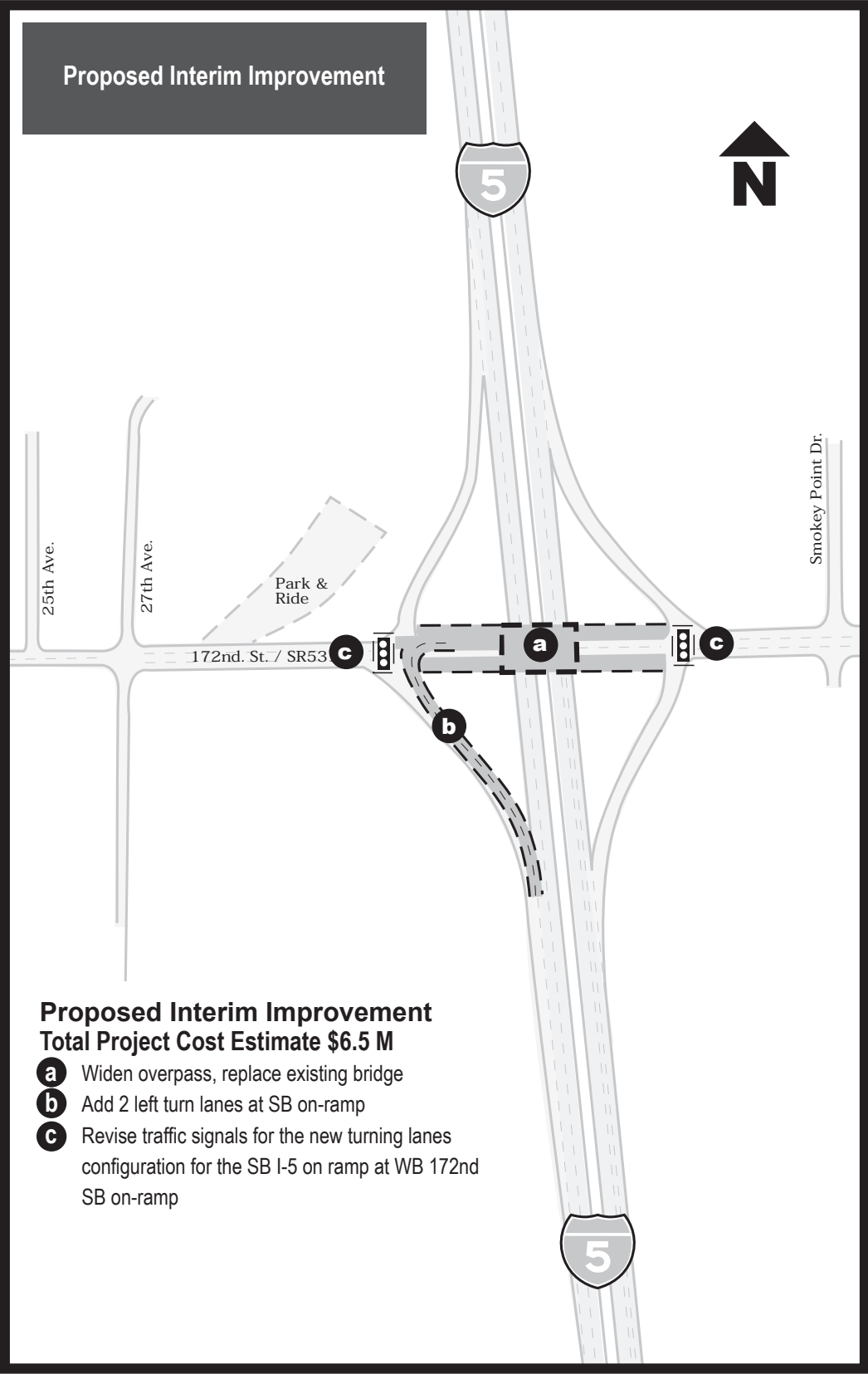
In the 1993-1995 biennium, \$335,000 was provided to WSDOT to prepare a detailed scope of the project and a design report. The original Lochner interchange plan was validated to relieve projected traffic congestion and resolve current turning conflicts. (see graphic at left). WSDOT prepared a cost estimate for this revised scope of work, which was \$11.2 million including design, right-of-way and construction.



In the **1995-1997** biennium, an additional \$465,000 was provided for continuing design work on the interchange improvements. In 1996, bridge engineer's analysis revealed that the existing bridge could not be widened, due to abutment conflicts with the loop ramp. Design work continued with the plan for replacing the bridge in its entirety. WSDOT prepared a cost estimate for this revised scope of work which was a total project cost of \$14.4 million.)

In the **1997-1999** biennium, an additional \$634,000 was provided for preliminary engineering (bringing total appropriation of preliminary engineering to \$1.4 million.

Nov. 1998
Referendum 49 passed, providing \$12.7 M
Total project cost \$14.4 M



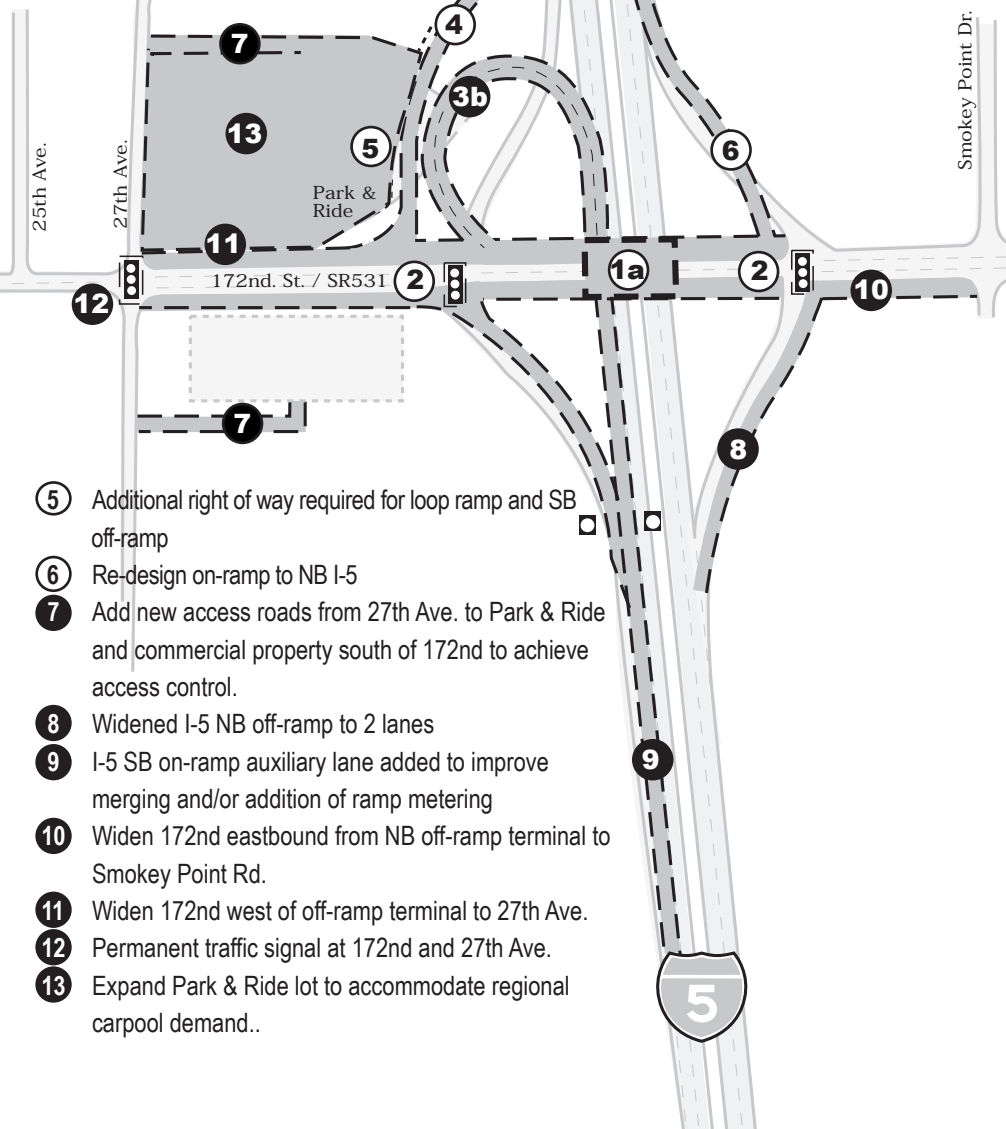
Interim Improvements: **July 2003**

A proposal has been made by the community for an interim project. This would provide short term congestion relief in anticipation of the full interchange improvements. The proposal is to replace the existing 172nd St NE bridge with a six lane structure and rather than build the southbound off-ramp loop at this time, construct a double left turn from WB 172nd to SB I-5 on ramp. The total project cost is estimated at \$6.5 million.

2002 WSDOT Adopted Project Scope

2002 Total Project Cost Estimate \$19 to \$24.7 M

- ①a Replace rather than widen bridge due to loop conflict with existing bridge abutments and other problems.
- ② Replace traffic signals
- ③b Re-design loop ramp to SB I-5 as two lanes rather than one.
- ④ Re-align off-ramp for SB I-5



- ⑤ Additional right of way required for loop ramp and SB off-ramp
- ⑥ Re-design on-ramp to NB I-5
- ⑦ Add new access roads from 27th Ave. to Park & Ride and commercial property south of 172nd to achieve access control.
- ⑧ Widened I-5 NB off-ramp to 2 lanes
- ⑨ I-5 SB on-ramp auxiliary lane added to improve merging and/or addition of ramp metering
- ⑩ Widen 172nd eastbound from NB off-ramp terminal to Smokey Point Rd.
- ⑪ Widen 172nd west of off-ramp terminal to 27th Ave.
- ⑫ Permanent traffic signal at 172nd and 27th Ave.
- ⑬ Expand Park & Ride lot to accommodate regional carpool demand..

In the **1999-2001** biennium, with the passage of Referendum 49, WSDOT was provided \$3.6 million for right of way, and \$9.1 million for construction funding. Completion of the design work was completely funded bringing the total to \$1.7 million. At this point, WSDOT had secured all of the funds necessary to complete the project as scoped.

Nov. 1999

Initiative 695 passes and eliminates right-of-way and construction funds of \$12.7 M

With the passage of I-695 the project progress stalled due to the lack of funds. Changes in FHWA regulations in late 1998 required an eight point access report be prepared. This required WSDOT to fully re-analyze the traffic data projections and needs for interchange improvements and prove to FHWA that changes to interstate access would not hinder the operations of the interstate freeway. WSDOT hired CH2M Hill to prepare this report which was completed in 2001. The results of the eight point study by CH2M Hill eight point access study and the growth patterns that have emerged since earlier traffic analyses demonstrated that additional widening and lane configurations were necessary as well as access control on 172nd St. NE. (see graphic at left.) As a result, these improvements were estimated in 2002 at a total project cost range of \$19 to 24.7 million.

In the **2001-2003** biennium the completion of the project remained stalled because no new revenue was available.

Traffic Growth

In the years between 1990-2000, 172nd St. NE experienced a growth rate of 70% increase in traffic. The 8 point access analysis utilizing Puget Sound Regional projections anticipates an additional 90% growth in traffic over the next 20 years.

In preparation for the **2003-2005** biennial budget and RTID discussion, additional project components were incorporated. First, noise walls on the NE and NW quadrant of the 172nd interchange adjacent to the freeway had not been included in the project and were determined to be required by FHWA standards. Also the northbound on-ramp alignment needed to be adjusted for current design standards. With these changes, the 2003 estimated total project cost was \$29.2 million.

The **2003-2005** new revenue nickel fund list did not fund the construction of this project. However, this project continues to be on the list of proposed projects for Snohomish County's RTID package.

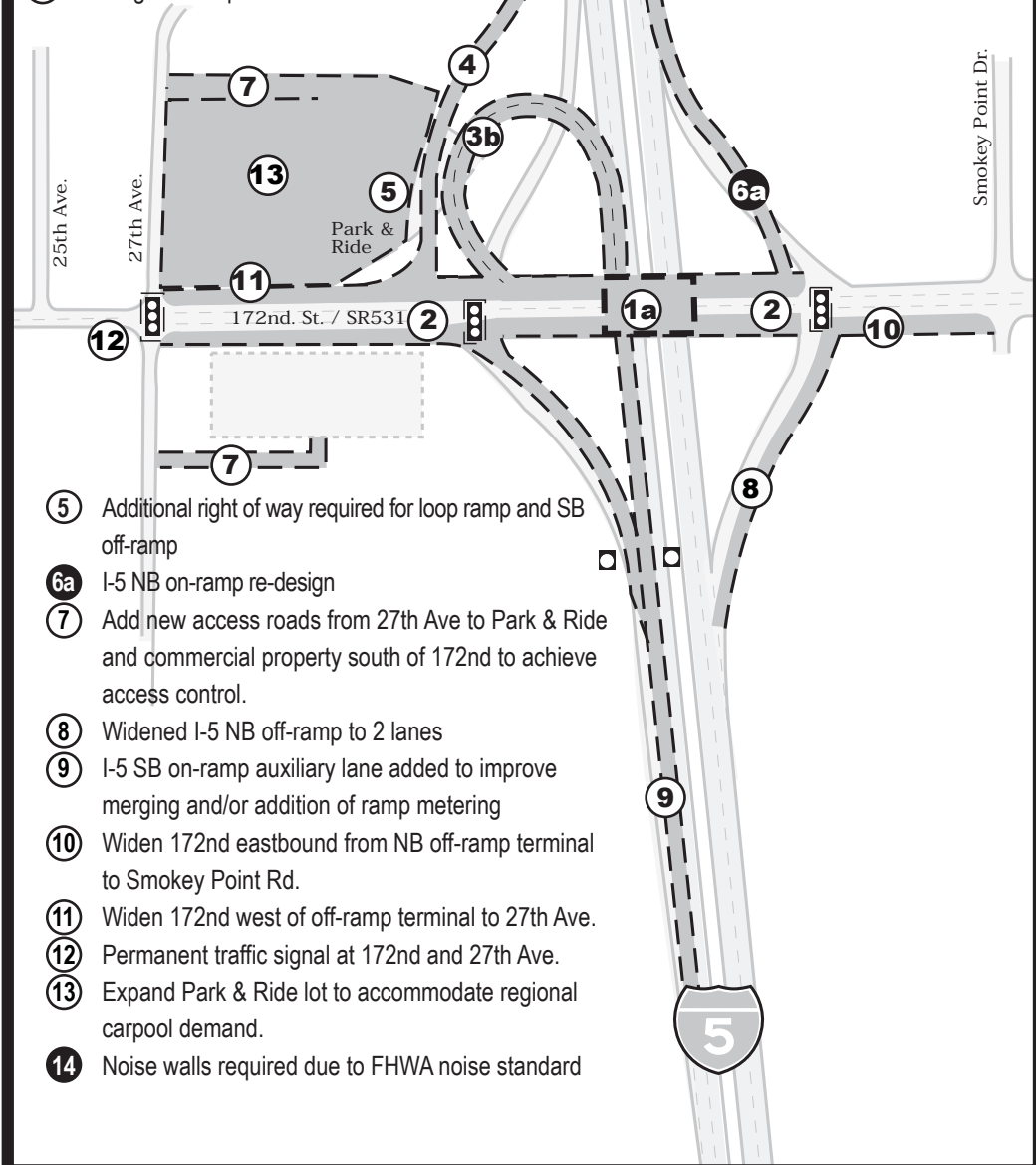
This is the current status and scope of the project.

2003 WSDOT Total Project Scope

2003 Project Cost Estimate \$29.2 M

Full project scope includes:

- ①a Replace rather than widen bridge due to loop conflict with existing bridge abutments and other problems.
- ② Replace traffic signals
- ③b Re-design loop ramp to SB I-5 as two lanes rather than one.
- ④ Re-align off-ramp for SB I-5.



- ⑤ Additional right of way required for loop ramp and SB off-ramp
- ⑥a I-5 NB on-ramp re-design
- ⑦ Add new access roads from 27th Ave to Park & Ride and commercial property south of 172nd to achieve access control.
- ⑧ Widened I-5 NB off-ramp to 2 lanes
- ⑨ I-5 SB on-ramp auxiliary lane added to improve merging and/or addition of ramp metering
- ⑩ Widen 172nd eastbound from NB off-ramp terminal to Smokey Point Rd.
- ⑪ Widen 172nd west of off-ramp terminal to 27th Ave.
- ⑫ Permanent traffic signal at 172nd and 27th Ave.
- ⑬ Expand Park & Ride lot to accommodate regional carpool demand.
- ⑭ Noise walls required due to FHWA noise standard